



# Sierra Point Yacht Club



## Spyglass Newsletter

**Weekly  
Summer  
Sailing  
Races**

**Club  
Social  
Events**

**Cruise outs  
& Cruise ins**

**Monthly  
Dinners**

**Club Managed  
by Volunteers**



**September 2018 Edition**

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# 1. Editor's Update

I am going to start the editors update this month with a PLEA to our members, board members, volunteers and all other club members to consider and put an effort into submitting input to Spyglass each month. It is becoming increasingly difficult to publish our magazine without interesting articles (I surely cannot be the only one with regular articles), and important club general and bulletin board inputs. Quincy and Sarah are brilliant examples of key members who submit input efficiently and on a regular basis. There is a huge amount of member activities ongoing - from cruising, buying another boat (Ozzie??), cruise out stories to augment our regular input from our Fleet maiden (I have received absolutely no input from the unofficial cruise out to Half Moon Bay), and other input.

This month is a good example. No member article has been submitted (except moi), and so I will include yet another part of the Hovercraft story. So please, please help me to make future editions of Spyglass of value and interesting reading for our members - general updates, bulletin board, boat items for sale, interesting articles.

The summer season is sadly coming to an end and Fall is in the air. It has been a very successful beer can racing season which has been very well attended. The weekly summer breakfasts will now be reverting to the winter schedule of the first Sunday of each month. The nights will be gradually drawing in as well and heaven forbid...dark by 5pm, so we should look forward to cosy club events and get together, our remaining cruise outs and of course weekend sailing. Also do not forget that the yearly election of officers and directors will occur this October - It is in every members best interest to participate in the election to ensure you have your vote.

Onward and upward  
The Spyglass editor.  
[nigelbaker10@yahoo.com](mailto:nigelbaker10@yahoo.com)

## 2. Commodore's Commentary for September

At the beginning of August we held a landscape and interior cleaning work day. It was very successful in making the exterior of the club look neater and in getting the ground-in dirt and grease out of the kitchen! Thanks to everyone who helped – Radek Topolski, Jack Ritter, Alan Crouch, Lawrence Ives, Quincy Bragg, Dylan Garrett, Martin Tali, Virgilija Tali, Sarah FitzGerald, Kevin Hartig, and Renee Hartig. Good Job!

In August we also completed the very very last details of the new bar project. I want to thank all our volunteers who contributed to the work again, especially Jay Russell and Patrick Lydon. This was as big a project as we have done in many years and once again all the work was done by our member volunteers. Also in August we installed new a video security system. My thanks to Alex Waterman and Ed Wilkinson for helping me get that work done.

Speaking of volunteers – we are updating our volunteer outreach system and expect to start contacting members in September. The club needs members' best contact information and volunteering preferences. These will help connect members with future projects as well as ongoing activities.

Updating your profile with best email contact information is also important for this year's Officers and Directors elections which will be held in October. Online voting was included in the bylaw updates approved in 2017 with an eye to increasing member participation in elections. We know members cannot always make it to the physical election (this year on October 20th) but with online voting everyone can participate. Detailed information will be in the October Spyglass and posted on the Club website.

We are all looking forward, I'm sure, to the smoke clearing and the overcast summer

Quincy Bragg

[commodore@sierrapointyc.org](mailto:commodore@sierrapointyc.org)

## 3. Club General Updates

no club general updates have been submitted for this month

## 4. Events Calendar

### Monthly Dinner - September 15th

The racing awards dinner is a chance for racers and non racers alike to celebrate the racing season and Bay boating in general. Prizes will be awarded for the race season.

The chefs will be the Captain and First Mate of Giselle. Thank you Jon Geary and Diane Hayford. They are new members who immediately volunteered to cook a dinner.

We will also take the opportunity to thank our many volunteers without whom none of this would have happened. It takes at least 10 volunteers to put on each race.

Well done everybody. Almost everyone registered themselves on line for the last dinner. Yeah!!! I knew you could do it. Thank you for making the effort. Remember please register by midnight on Wednesday 12th. After that there will be \$5 surcharge

#### RACING AWARDS DINNER

**September 15th**

Appetizers : 6 pm : Dinner : 7 pm

##### Menu

##### Appetizers

Mushroom Rissotto  
with Shrimp  
Grilled Coastal Veggies  
Green Salad

Apple Strudel  
Ice Cream

Chefs : Jon Geary  
and Diane Hayford



Cost : Adult - \$20  
Child (12 and under) - \$12  
\$5 surcharge for late  
registration

Sarah FitzGerald  
Event Panjandrum  
ASarahFitz@gmail.com  
415 412 7510

## **BREAKFAST AT SPYC -bi weekly**

Please note: We had to cancel the last summer weekly breakfast due to a lack of volunteers. Please help Jim to make our breakfast get-together a successful event - AND WE NEED VOLUNTEERS on a regular basis to do this.

Please note that the weekly breakfast schedule will now be reverting to the winter schedule of the first Sunday of each month.

Jim is constantly on the lookout for volunteers for the Sunday breakfast program: folks to take responsibility for one of the Sunday breakfasts for the foreseeable future. Jim will take responsibility for ensuring you have the basic grocery supplies you need, as well as coordinating bar staff via Patrick, and set-up/clean-up support via Diane. Please contact Jim at: [jklawrie@att.net](mailto:jklawrie@att.net)

## **5. Cruise-Outs/Ins Update**

The next official cruise will be Sausalito, Sept 21st to 23rd. There's still room to sign on but space is limited this year so don't hesitate too long.

The final cruise will be to St. Francis Yacht Club November 2nd to 4th. Watch your Inbox for more on both of these events. Labor Day weekend offers two adventuresome options for you to participate in on your own: Half Moon Bay (go to <http://www.hmbyc.org/events/6270-2> for details) or join the crew members from Sausalito-based Bounty to cruise up The Delta Sept 4th to 12th. If you're interested in the Delta please contact me for more details.

I invite our newer members to join the cruise-out craze. If you enjoy spending time on your boat and visiting some of the many beautiful yacht clubs around the bay contact me to learn more and to share your experience and knowledge. I hope you'll also consider volunteering to work on planning and organizing one or two yourself!

Schoonmakers in SAUSALITO is confirmed for Sept 21st to 23rd but space is limited. See the website for updates and to sign up if you want to go.

St. FRANCIS YC is confirmed for Nov 2nd to 4th.

Watch your emails and the SPYC webpage and cruise out calendar for changes or additions. Please sign up for any cruise outs you want to join as soon as possible after checking your calendar for prior commitments.

If you have a connection or contact at another interesting yacht club in the Bay and want to volunteer to coordinate a cruise out please let me know and I'll guide you through the process.

**VOLUNTEERS ARE NEEDED AND WELCOME IN ANY AND ALL FUNCTION OF OUR YACHT CLUB SO PLEASE CONSIDER STEPPING UP. USE YOUR SKILLS AND YOUR CONTACTS, AND HELP SPYC BE THE VIBRANT AND RELEVANT BOATING CLUB IT'S MEANT TO BE!  
JOIN THE FUN!**

### **Cruise out schedule:**

#### **Sept 21st – 23rd SCHOONMAKERS IN SAUSALITO!**

Sign up for our annual trek to beautiful Sausalito. Always a favorite, we backed out last year when the Santa Rosa fire and winds made it unhealthy to be there. Sign up early for this one to insure a space with the group on the guest dock. Always accommodating, Bill and Mike will find a spot for everyone, but you may be away from the spontaneous happenings with the rest of the group. For this cruise Jack and I will collect your payments in advance and hand you your keys when you arrive. We will be the "point people" with the harbormaster. For more information about Schoonmakers go to: <http://www.schoonmakermarina.com/> and for goings-on in Sausalito that weekend here's one of several sites to check out: <https://www.oursausalito.com/calendar-of-events.html> .

#### **Nov 2nd - 4th St Francis Yacht Club**

This cruise out to St Francis is probably one of the best as we are right in the heart of the marina district. We are booked now for these dates so please book early to ensure a space. The Friday evening buffet at the St Francis Yacht Club is not to be missed. More to come on this one

*There's more to come so check the SPYC website regularly; bring me all of our constructive suggestions, and VOLUNTEER to help with cruise-outs and any other club activities that appeal to you. The more you participate the more fun you'll have and solid friendships will result. If you're shy you can quietly approach any board member with your offer to volunteer and we'll hopefully steer you in the right direction*

Kathy Stern, Fleet Captain  
[Fleet\\_captain@sierrapointyc.org](mailto:Fleet_captain@sierrapointyc.org)

For information on our cruising calendar please go to our web site cruising section on [www.sierrapointyc.org/cruising](http://www.sierrapointyc.org/cruising) where you can find detailed info and sign up procedures. You can also contact our Fleet Captain Kathy Stern on: [fleet\\_captain@sierrapointyc.org](mailto:fleet_captain@sierrapointyc.org)

## 6. Beer Can Racing Update

Our season ended with a bang on August 28th – we had the largest turn-out of the year with 16 boats, excellent sailing conditions, and, afterwards in the Club we had a terrific dinner. A good time was had by all. The season has been a great success both on the race course and at dinner afterwards.



Conditions were breezier than 2017 but crews always came to dinner smiling. We added a new course but were only able to use it once. We added new dinner options, including a dinner discount card, and continued with our Treasure Island Race.

It takes many many people to make the race program work. This year these included Allen Edwards and Kevin Hartig helping me on the race Committee. Tom Munro and his Boat Duncan III as the Committee Boat with Dylan Garrett, Will Taylor, Sarah FitzGerald, Jerry Kuhel, and Michael Lael crewing. The Finish Line crew was Terry O'Connell, Michele Salmon, and Kathy McCormac. In the bar Melissa Vivas was aided by Martin Tali, Dave Byers, Vera Jacobsen, Lisa Lacasse, Craig Brackett, and Nancy Lydon. Slaving away in the Galley Renee Hartig recruited Carolyn Parker, Kathy Stern, Charlene Larson, Claudine Malouf, and Carla Deykin to make our dinners. Some volunteers helped in different places at different times, but I think that's most of them. Thank You to all of our volunteers!

We will present the racing awards at the Club dinner on Saturday September 15th – cocktails at 6:00 and dinner at 7:00. Keeping with the racing theme we



have recruited the crew of Giselle to cook for us. It will be a lot of fun and a fitting end to our successful season. Be sure to register early.

We always need bartenders. If you would like to volunteer for the bar contact Melissa Vivas at: [rear\\_commodore@sierrapointyc.org](mailto:rear_commodore@sierrapointyc.org)

If you would like to help in the galley with the dinners contact Renee Olson Hartig - [svtekin@gmail.com](mailto:svtekin@gmail.com)

If you would like to be a bartender contact Melissa Vivas - [melissamvivas@gmail.com](mailto:melissamvivas@gmail.com).

If you would like to help with the race committee contact me.  
Quincy Bragg  
[racing@sierrapointyc.or](mailto:racing@sierrapointyc.or)

## **7. Bulletin Board**

No new bulletin board updates have been submitted for this month

## **8. Tech Tips. Items for Sale**

This one from the editor: As some of you may now I am currently inspecting two Catalina 350's for sale, one here in the Bay Area and one in the waters of San Diego. This begs the question -'what about poor old Haven'. It is obvious that owning and berthing two boats is not the best financial way. So I may be selling Haven on. I would dearly like to keep her here in the local area and so if any members or friends of members are interested in her, then please let me know and I can give details as well as show and allow you to sail her.



## 9. History of British Hovercraft - part 4

In last month's part 3 I described the early days of Hovercraft development at the British Hovercraft Corporation (BHC) leading up to the revolutionary SR-N2, the basic engineering design being subsequently incorporated with changes into all of the future SR N series - including the SR-N3 military craft, the SR-N5, SR-N6, SR-N4 and SR-N7 (the BH7)

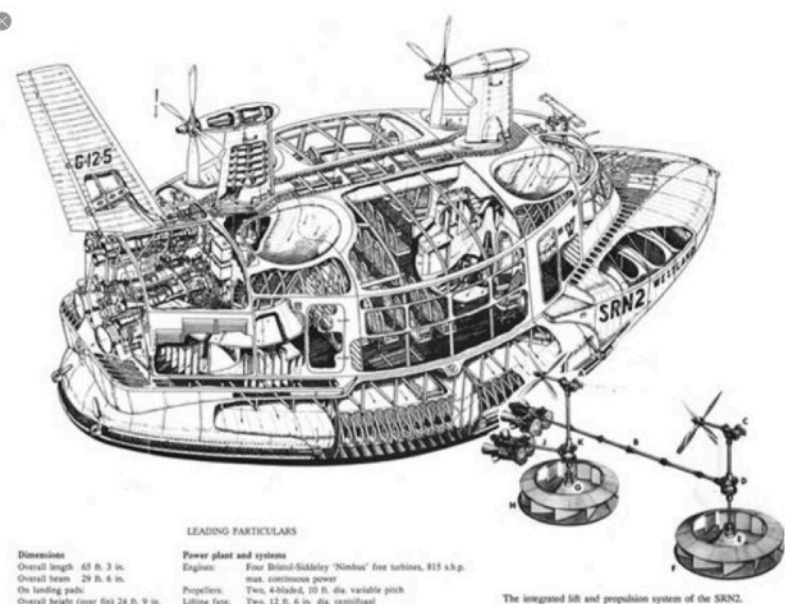
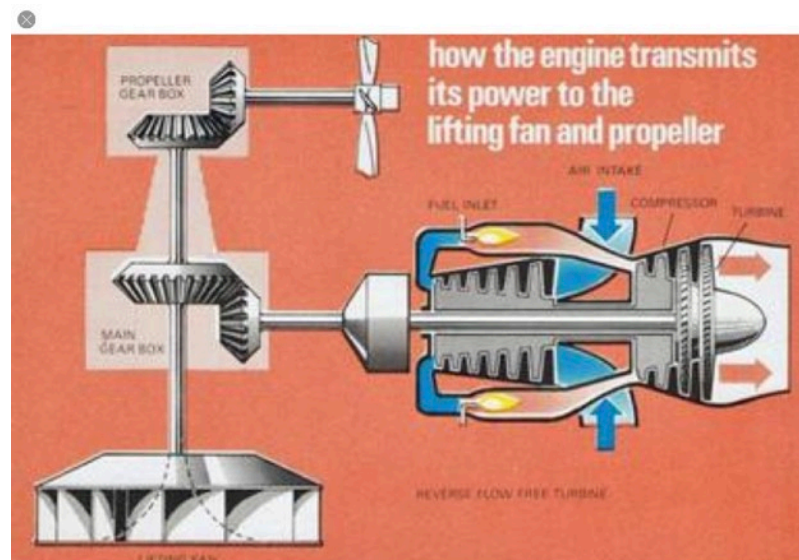
The craft design and lift/propulsion systems the SR-N2 and future craft were designed using the advance aircraft engineering designs of Saunders Roe aircraft (note: Saunders Roe morfed into BHC).

For lightness and control the engines would be gas turbine driving air lift fans and variable pitch propulsion propellers - the propellers being mounted on swiveling pylons (30 degrees)

All of the propulsion units - except the turbine and propellers were designed and manufactured in house. A single or paired set of turbines therefore supplied both lift and forward/reverse movement for the craft.

Forward and reverse movement of the craft was achieved by the variable pitch propellor and turbine RPMs. Yaw and turn was by the swiveling pylon and aided by rudders at the back of the craft.

The SR-N2 (on left) employed two lift fans and two swiveling pylons with 10 ft diameter variable pitch propellers and powered by two sets of coupled gas



turbines.

Each pylon could operate independently of each other for turn and yaw control as well as for forward and reverse craft movement. If you look at the design of the craft, the front of the craft looks very similar to a boat with a 'pointed bow', even more so as the craft was designed to be able to float on water without air lift, so incorporated a core design around a multi compartment watertight buoyancy tank with the rest of the craft being built around it.

Craft certification by the powers to be caused much confusion as it could not be determined if 'the craft' was a boat or an airplane, and so a new certification type was developed. The SR-N2 was flown much like an aircraft with rudder pedals, propellor pitch control, yaw controls and a degree of craft pitch control. She was a beautiful craft for the time and had some impressive design characteristics:

- Built of aircraft standard high quality aluminum for lightness
- Room for a max capacity of 76 passengers
- A hover height of 2 feet 6 inches - more when an advanced skirt was attached - almost 4 feet clearance
- Maximum calm water speed of 75 knots - ***she actually achieved more than this on a calm water run on the Solent - reaching over 80 knots***

While I was an apprentice at BHC, I actually spent some time exploring the craft after she had been decommissioned - for its time a fantastic machine.

While the SR-N1, and the SR-N2 were operational, a government contract was given to develop a slightly larger version of the SR-N2 for military purposes. This craft was designated the SR-N3. Only one of these craft was built to test military requirements to carry troops and tanks to the battle field over mine infested coastal waters and low level land. The



trials were very successful but just at that time, military funding from the government was drastically cut back and the project was cancelled. It is ironic therefore that here in the good old US of A, the merits of a military hovercraft were taken seriously and today in the US the military maintains a 'squadron' of beach landing hovercraft, much of the design was learned from this early days of BHC and the SR series of craft.

The pic on the right is the US military Landing Craft Air Cushioned Vehicle (LCAC).

This amazing machine can carry loads of up to 70 tons from ship to shore at 40 knots - straight from the sea up on the beach without stopping. Much of the design was learned from BHC and even design patents were exchanged in the early

days. So, you could say that BHC had a hand in US hovercraft development.

Well, I will stop here as probably getting boring - especially for the ladies. In part 5 I will describe the SR-N5, N6 and BH7 development and the incredible SR-N4 that carried cars and passengers across the English Channel at speeds up to 70 knots for well over 20 years

That's all for this month folks.

The Spyglass editor













